

FAIRFAX COUNTY, VIRGINIA
2005 SOUTH COUNTY AREA PLANS REVIEW
NOMINATION TO AMEND THE COMPREHENSIVE PLAN

APR# 05-IV-2S

Staff Use Only

Date Received: 9/19/05

Date Accepted: _____

Planning District: _____

Special Area: _____

SECTION 1: NOMINATOR/AGENT INFORMATION

Name: Kingdom, LLC, c/o James Puryear, Managing Member Daytime Phone: 703-626-3550

Address: 4351 Penwood Drive, Alexandria, VA 22310-1451

Nominator E-mail Address: jamespuryear4980@msn.com

Signature of Nominator (NOTE: There can be only one nominator per nomination):

James J. Puryear

Signature of Owner(s) if applicable: (NOTE: Attach an additional sheet if necessary. Each owner of a nominated parcel must either sign the nomination or be sent a certified letter):

James J. Puryear

Anyone signing on behalf of a business entity, must state the relationship to that organization below or on an attached page:

SECTION 2: GENERAL INFORMATION

Check appropriate supervisor district: ☐ Braddock ☒ Lee ☐ Mason ☐ Mount Vernon ☐ Springfield

Total number of parcels nominated: 1

Total aggregate size of all nominated parcels (in acres and square feet): 51,556sq. ft. 1.1836acres

Is the nomination a Neighborhood Consolidation Proposal: ☐ Yes ☒ No

SECTION 3: SPECIFIC INFORMATION – Attach either the Specific Information Table found at the end of this application form or a separate 8 ½ x 11 page (landscape format) identifying all the nominated parcels utilizing the format as shown in the Table found at the end of this application.

All subject property owners must be sent written notice of the nomination by certified mail unless their signature(s) appears in Section 1 (above).

IMPORTANT NOTE: Any nomination submitted without originals or copies of all the postmarked certified mail receipt(s) and copies of each notification letter and map will not be accepted.

SECTION 4: CURRENT AND PROPOSED COMPREHENSIVE PLAN DESIGNATIONS

See Section IV, #4, of the Citizen's Guide for instructions.

Current Comprehensive Plan text for nominated property:

Use the Plan on the Web for your citation. It is the most up-to-date. Link: www.fairfaxcounty.gov/dpz/.

Refer to the attached information from the Comprehensive Plan. Revise the language for Area IV, S9-Beulah Community Planning Sector, Land Use Recommendation #3 to include Retail and Other Use for the nominated parcel..

Current Plan Map Designation: Office

Proposed Comprehensive Plan Designation: Retail and Other

Mixed Use	
If you are proposing Mixed Use, it must be expressed in terms of floor area ratio (FAR). The percentage and intensity/density of the different types of uses must be specific and must equal 100% of the total FAR proposed. The mix and percentage of uses provided by the nominator are what staff and the task force will review. Ranges are not acceptable.	
Categories	Percent of Total FAR
Office	
Retail	
Public Facility, Gov & Institutional	
Private Recreation/Open Space	
Industrial	
Residential*	
TOTAL	100%
* If residential is a component, please provide the approximate number and type of dwelling unit as well as the approximate square footage per unit assumed (i.e., 300 mid-rise multifamily units at 800 square feet per unit).	

Residential Land Use Categories	
Categories expressed in dwelling units per acre (du/ac)	Number of Units
.1 - .2 du/ac (5-10 acre lots)	
.2 - .5 du/ac (2-5 acre lots)	
.5 - 1 du/ac (1 - 2 acre lots)	
1 - 2 du/ac	
2 - 3 du/ac	
3 - 4 du/ac	
4 - 5 du/ac	
5 - 8 du/ac	
8 - 12 du/ac	
12 - 16 du/ac	
16 - 20 du/ac	
20 + du/ac**	
** If you are proposing residential densities above 20 du/ac, you must specify a range such as 20-30 du/ac or 30 -40 du/ac.	

SECTION 5: MAP OF SUBJECT PROPERTY

Attach a map clearly outlining in black ink the property of the proposed Plan amendment. The map must be no larger than 8 1/2 x 11 inches. Maps in color will not be accepted.

SECTION 6: JUSTIFICATION

Each nomination must conform with the Policy Plan and must meet at least one of the following guidelines. Check the appropriate box and provide a written justification that explains why your nomination should be considered, based on the guidelines below (two-page limit).

- ☐ The proposal would better achieve the Plan objectives than what is currently in the adopted Plan.
- ☒ There are oversights or land use related inequities in the adopted Plan that affect the area of concern.

All completed nomination forms must be submitted between July 1, 2005 and September 21, 2005 to:

Fairfax County Planning Commission Office
Government Center Building, Suite 330
12000 Government Center Parkway
Fairfax, Virginia 22035-5505

Tax Map Number	Name of Property Owner	Street Address of Parcel	Mailing Address of Owner	Parcel Size in Acres	Signature of Owner or Certified Receipt Number
081-3-005-13	Kindom, Lic c/o James Puryear, Managing Mem.	6309 Grovedale Drive ALEXANDRIA , VA. 22310	4351 Penwood Drive Alexandria, VA 22310	1.1836	[Signature]
				OR 51,558 sq. Ft.	

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[illegible]

S9 BEULAH COMMUNITY PLANNING SECTOR

CHARACTER

The Beulah Community Planning Sector, located south of Franconia Road and between the CSX Railroad and Beulah Street, consists of low and medium density residential uses in addition to commercial and industrial uses. At the northeast tip of the sector, there is a concentration of commercial, institutional, and public uses as well as residences. A small industrial area is located west of Fleet Drive. Franconia Road, Beulah Street, the Franconia-Springfield Parkway, and Fleet Drive are the major roadways in this sector.

This sector contains older neighborhoods and some open space. Such areas have a high potential for heritage resources. Of particular interest is Parcel 91-1((1))11 and the older neighborhoods along Beulah Street and north of Fleet Drive. The Olivet Episcopal Church, built in 1898, is located at the intersection of Beulah Street and Franconia Road.

Shirley Park Community Improvement Area

On June 30, 1986, the Board of Supervisors adopted the Shirley Park Community Improvement Plan to upgrade and preserve this neighborhood by installing curb and gutters, and making sidewalk, road, and storm drainage improvements. Homeowners participated in the design of improvements and shared in the cost. The area is generally bounded by the railroad and Metro rail tracks on the west, Old Franconia Road on the north and Yadkin Court on the south.

CONCEPT FOR FUTURE DEVELOPMENT

The Beulah Community Planning Sector is recommended to develop as Suburban Neighborhoods under the Concept for Future Development.

RECOMMENDATIONS

Land Use

The Beulah Planning Sector contains stable residential neighborhoods. Infill development should be of a compatible use, type, and density and in accordance with the guidance provided by the Policy Plan under Land Use Objectives 8 and 14.

Where substantial parcel consolidation is specified, it is intended that such consolidations will provide for projects that function in a well-designed, efficient manner and provide for the development of unconsolidated parcels in conformance with the Area Plan.

The area bounded by Franconia Road on the north, and Beulah Street and Grovedale Drive on the east and west, respectively, should develop as the community focal point for the greater Franconia area. A cluster of public facilities (including the Franconia Government Center), community-serving office and retail uses, and the historic Olivet Episcopal Church are located here. Compatible redevelopment along with an urban park will help establish this area as a

community focal point and complement the function of this area as a location for community activities and interaction.

Figure 45 indicates the geographic location of land use recommendations for this sector.

1. The area of approximately 64 acres generally located in the northwest quadrant of Franconia-Springfield Parkway and Beulah Street consists of an older residential neighborhood and land zoned for industrial use (I-4 and I-5). Access to the industrial area is available only through the residential neighborhood due to a limited access easement along the Franconia-Springfield Parkway. This area is located in close proximity to the Joe Alexander Transportation Center. Given the unique characteristics of the site, additional planning objectives for this area are to resolve the issue of land use compatibility and promote transit oriented development at this location. The area is divided into Land Units A, B, and C as depicted on Figure 46.

LAND UNIT A

At the baseline, Land Unit A, located east of the CSX Railroad tracks, north of the Franconia-Springfield Parkway, and at the terminus of Lewin Drive, is planned for residential use at 3-4 dwelling units per acre or for low-intensity office use up to .25 FAR. In all instances, the portion of the land unit located south of the Franconia Springfield Parkway should be dedicated to the County for open space with the intensity associated with this area shifted to the portion of the land unit north of the Parkway.

Development should provide well-designed interior circulation with no direct vehicular access through the Lewin Park community or to the Parkway. Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation. Attention should be paid to proper siting of structures to enhance the relationship to the transportation center.

LAND UNIT B

The area north of Lewin Park, west of Beulah Street, and south of the industrial uses along Gravel Avenue is planned for residential use at 3-4 dwelling units per acre at the baseline. If consolidation of all parcels occurs, office or hotel use up to .25 FAR may be appropriate if a buffer, at least 25 feet in width, and a 7-foot brick wall are provided to assist in creating a transition to the residential community to the south. The buffer should contain evergreen trees to provide year round screening.

OPTION FOR LAND UNITS A & B

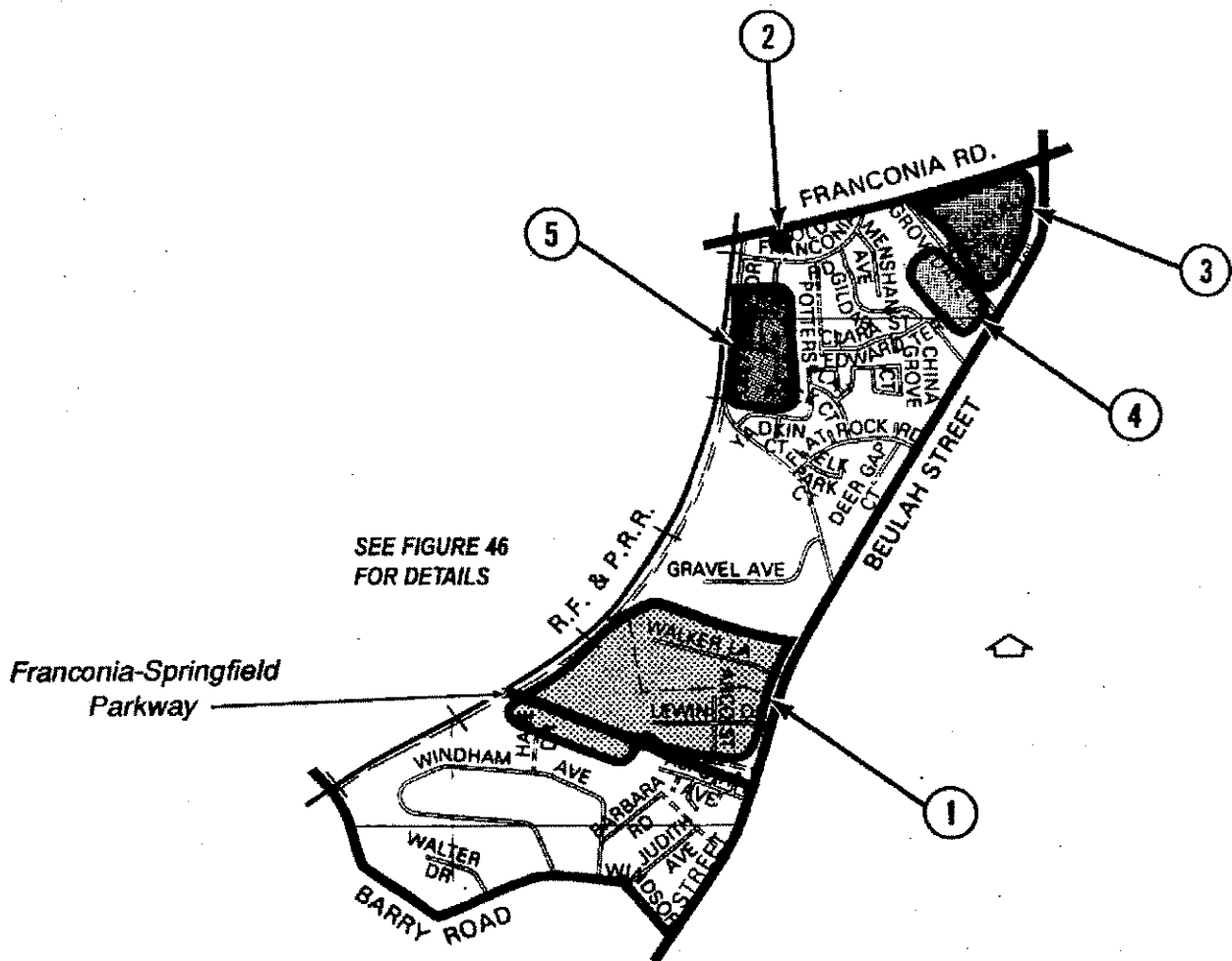
As an option, office with support retail uses up to .55 FAR and up to 110,000 gross square feet total for office with an option for a child care center may be appropriate, if at least 15 acres of Land Unit A and all of Land Unit B are consolidated to create a mix of uses on the site and provide a transition to development along Beulah Street. To assist in creating the transition, the office and child care uses are envisioned to be located in the eastern portion of Land Unit B near Beulah Street. In addition, the following conditions should be met:

Land Use/Design

- The development features a coordinated plan under a single application or concurrent applications which provides for high quality and coordinated architecture, streetscape treatment, and signage; efficient, internal vehicular circulation; efficient vehicular access; and usable open space such as urban parks and/or plazas;
- The development demonstrates transit orientation by locating buildings close to the Joe Alexander Transportation Center, by minimizing front yard setbacks along the internal roadway system, and by providing a pedestrian circulation system that interconnects buildings, parking lots and bus shelters, and provides a pedestrian link to the Franconia-Springfield Parkway trail;
- Building height is a maximum of 12 stories, tapering down to a maximum of approximately 60 feet for structures set back 150 feet from Beulah Street and a maximum of 40 feet for structures closer than 150 feet to Beulah Street;
- Retail uses are limited to support uses, such as dry cleaners and restaurants, that are functionally integrated within other buildings;
- The portion of Land Unit A located south of the Franconia-Springfield Parkway is dedicated to the County for open space. The development potential may be transferred to the area north of the Parkway;
- Until such time as Land Unit C redevelops with non-residential uses, a minimum 25-foot vegetated buffer and a 7-foot brick wall are provided to assist in creating a transition to the existing residential community. The buffer should contain evergreen trees to provide year round screening. See additional text under "Transportation/Access" for guidance pertaining to the possible conversion of the buffer to a road under certain conditions;
- Parking structures are well landscaped with trees and shrubs in order to provide a buffer to the surrounding office and hotel uses and Lewin Park;
- The existing family cemetery should be preserved and access provided;
- Site lighting is located, directed, and designed to reduce glare and minimize impact onto the adjacent residential property;

Transportation/Access

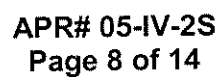
- Access from the Parkway for emergency vehicles associated with an urgent care facility and a shuttle bus linking the Metro Station, and a right-in/right-out vehicular connection from Land Unit A to the Parkway may be appropriate provided that such are approved by the Commonwealth Transportation Board and reviewed by the Fairfax County Department of Transportation;
- Shuttle bus service and pedestrian access are provided to the Joe Alexander Transportation Center with the initial phase of development;



LAND USE RECOMMENDATIONS
GENERAL LOCATOR MAP

FIGURE 45

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- Provision should be made to accommodate a future connection for pedestrian and shuttle bus access to the Joe Alexander Transportation Center from a point within Land Unit A via a bridge over the CSX and Metrorail tracks;
- To encourage transit use, the amount of parking should be minimized to the extent feasible;
- Access is provided from Land Unit C through Land Unit B to Beulah Street;
- If Land Unit C has redeveloped for non-residential use, a road to serve the redeveloped area should be provided in lieu of the 25-foot buffer, which is planned to be located north of Land Unit C. However, in the event that 760,000 gross square feet of the approved development in Land Units A (excluding Parcel 11A) and B occur prior to the redevelopment of Land Unit C, this road should be constructed along the northern edge of the 25-foot buffer and the buffer area preserved; and
- A Transportation Demand Management Program (TDM) is put in place which encourages the use of the Joe Alexander Transportation Center as an alternative to single occupant vehicle commuting.

LAND UNIT C

The Lewin Park community is planned for residential use at 1-2 dwelling units per acre. Land Unit A, to the west, is planned for residential use with an option for office use, while Land Unit B, to the north, is recommended for residential use with office uses as an option. If the optional uses for Land Unit B are approved through a rezoning, then office, hotel, and support retail uses at up to .55 FAR may be appropriate for Land Unit C if the following conditions are satisfied:

- The parcels in the land unit are substantially and logically consolidated;
 - The Guidelines for Neighborhood Redevelopment as provided in the Policy Plan are met; and
 - Right-of-way is dedicated for the planned Beulah Street/Franconia-Springfield Parkway interchange.
2. Low-rise office development up to .35 FAR is planned for the vacant parcels between old and new Franconia Roads, immediately east of the CSX Railroad right-of-way, with buffering to the new roadway and access from Old Franconia Road.
 3. Within the Franconia Road, Beulah Street, and Grovedale Drive triangle, the area located south and west of both the Franconia Fire Station and the Franconia Government Center is planned for low intensity office use. Neighborhood-serving retail use up to .25 FAR is planned along Franconia Road. In order to develop either office or retail uses in the area, the following conditions should be met:
 - Substantial parcel consolidation and a coordinated development plan that reflects a superior site layout and architectural design should be an element of any development proposal;

- The visual impact of any proposed development on the adjacent stable, low density residential neighborhood to the east should be screened by using substantial landscaping, berms, and other effective and aesthetic screening techniques. No commercial uses should directly front on Beulah Street;
 - A field survey should be conducted prior to final design plans and, if significant historic resources are found, appropriate preservation measures should be incorporated into the design phase;
 - Development should be designed to retain as many of the indigenous hardwood trees as possible. Pedestrian-oriented open space areas, such as an easily accessible urban park, should be incorporated as an element of the development plan; and
 - Roadway improvements necessary to ensure an acceptable level of service within the area affected by the development should be provided. The design of the internal circulation pattern and the location of related access points should be planned to minimize the traffic impact on the adjacent residential area.
4. Transitional low-rise or townhouse-style office use up to .35 FAR is planned for Tax Map 81-3((05))9, 10, 10A, ((34)), and ((38)) along Grovedale Drive provided the following conditions are met:
- Substantial consolidation of the parcels to effect a coordinated, attractive and well-designed development. Such development should be designed to be compatible with the surrounding residential community and no direct access should be provided to Beulah Street; and
 - Landscaped screening should be provided in the buffer zone for those properties surrounding the subject property. This includes the Georgetown Woods townhouse development on Gildar Street and the low density neighborhood across Beulah Street. The landscaped screening should contain an effective mixture of shrubs and trees together with a fence of at least six feet in height between the planned office and existing townhouse development. Such fence should be placed on the inside edge of the buffer zone.
5. Development in the Shirley Park neighborhood should be in accordance with the recommendations cited in the Shirley Park Community Improvement Plan.
- The portion of the Shirley Park neighborhood located between Wills Street and the Franconia Commons townhouses (Tax Map 91-1((1))41 and 41A) is planned for single-family, residential use at 3-4 dwelling units per acre. In order to develop above the low end of the density range, the following conditions should be met:
- A coordinated development should be oriented toward the Shirley Park community;
 - To reduce additional access points along Fleet Drive, the roadway connecting to the site should be via Wills Street (see Figure 48);
 - Every effort should be made to preserve existing stands of trees. In particular, vegetative cover located in the vicinity of the adjacent Franconia Commons townhouses should be retained for buffer purposes; and

- Measures to mitigate traffic and railroad related noise should be implemented in conjunction with development of this site.

As an option to residential development, the heavily wooded southern portion of the Shirley Park Area planned for residential use at 3-4 dwelling units per acre (Tax Map 91-1((1))41 and 41A) is considered appropriate for passive recreation and private open space uses. If this option is implemented, the preservation of quality vegetative cover should be assured through the execution of an appropriate protective easement.

Transportation

Transportation recommendations for this sector are shown on Figures 47 and 48. In some instances, site-specific transportation recommendations are included in the land use recommendations section. The figures show access orientation, circulation plans, interchange impact areas and generalized locations of proposed transit facilities. The recommendations contained in the Area Plan text and maps, the Policy Plan and Transportation Plan map, policies and requirements in the Public Facilities Manual, the Zoning Ordinance, and other standards will be utilized in the evaluation of development proposals.

Heritage Resources

The Laurel Grove Baptist Church, located northwest of the junction of Walker Lane with Beulah Street, should be evaluated for possible inclusion on Fairfax County's Inventory of Historic Sites.

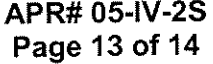
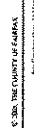
Parks and Recreation

Parks and recreation recommendations for this sector are shown on Figure 49. The column "Park Classification" includes existing park facilities. The "Recommendations" column includes entries for both existing and proposed facilities. Prior to developing parkland, the Fairfax County Park Authority initiates a master planning process to determine the appropriate facilities and design for that park. This process involves extensive citizen review and participation. If an existing park is listed but no recommendation appears on that line, it means the park has been developed in accordance with its master plan.

Trails

Trails planned for this sector are delineated on Figure 50 and on the 1":4,000' Countywide Trails Plan Map which is referenced as Figure 2 in the Transportation element of the Policy Plan and is available at the Maps and Publications Sales Desk. Trails in this sector are an integral part of the overall County system. While some of the segments have already been constructed, the Countywide Trails Plan Map portrays the ultimate system for the sector and the County at large. In addition, the map specifies a classification for each segment, which represents the desired ultimate function and surface type of the trail. Specific construction requirements are detailed in the Public Facilities Manual.

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**STATEMENT OF JUSTIFICATION
For 2005 South County Area Plans Review
Nomination to Amend the Comprehensive Plan
Property of Kingdom, LLC**

6309 Grovedale Drive, Alexandria, VA 22310
Tax Map #081-3-005-13

1. A portion of the parcel is presently Zone C-5 (Neighborhood Retail Commercial District), and a site plan to construct a carpet/retail store and associated offices is currently under review by Fairfax County Site Review (Plan #2725-SP-002). This plan proposes to develop the C-5 portion of the site in a "By-Right" manner.
2. The existing R-1 Residential District portion of the parcel is out-of-date with current uses in the area and the comprehensive plan designation.
3. The text change would permit a less intense retail use (carpet store) that would function as a transition between the retail zone along Franconia Road and the low intensity office use along Grovedale Drive.
4. The Floor Area Ratio (FAR) will be in conformance with the C-5 zoning. (FAR allowed = 0.30)